

Headquarters U.S. Air Force

Integrity - Service - Excellence

INRMP Template Workshop



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AF INRMP Template History

- **April 2000 – Air Force Workshop to revise AFI 32-7064**
- **17 November 2001**
- **NMFWA 2003 & 2004 – INRMP Sessions**
- **DoD/FWS/States Sikes Act Implementation Tripartite Planning Meeting (April 2004)**



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AF INRMP (Template) Workshop

- **10-14 May 2004**
- **Participants from US FWS, HQ USAF, AF MAJCOMs, Ranges, Geobase, Contractors**
- **Addressed Several Issues**
 - **INRMP Sufficiency for Critical Habitat**
 - **INRMP Implementation and Tracking**
 - **INRMP Budgeting**
 - **INRMP Template and Media**



INRMP TEMPLATE & CONTENT

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Executive Summary

INRMP **

Tab 1*
Responsibilities

Tab 2
**Coordination
Partnering**

Tab 3
Wetlands

Tab 4
Floodplains

T 5
Coastal/Marine

T 6
F&W Man

T 7
T&E Sp Man

T 8
Forestry

T 9
Ag Outgrants

T 10
Outdoor Rec

T 11
Land Man

T 12
Wildland Fire

T 13
Inv Species

**** Integrates Tabs**
*** Appendix in each Tab**
*** Project list in Tabs**

T 14
BASH



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Executive Summary

(2-6 pages, tailored to the Commanders and Laymen)

- **Emphasize Relationship Of Natural Resource Management And Mission**
 - **Natural Resource Restraints On Mission**
 - **Installation Significant Natural Resource Areas**
 - **Regulatory Drivers/Compliance**
 - **AF Conservation/Stewardship Goals**
 - **Plans Goals And Objectives**
 - **Projects And Budgeting**
- **Executive Summary Format**

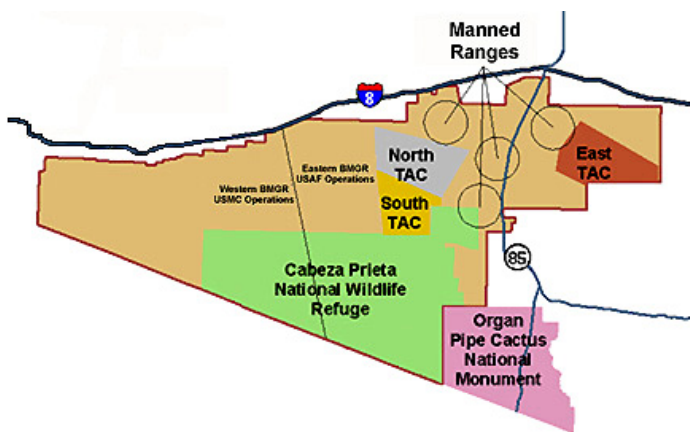


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Executive Summary Format

(Coffee Table/ National Geographic Format)

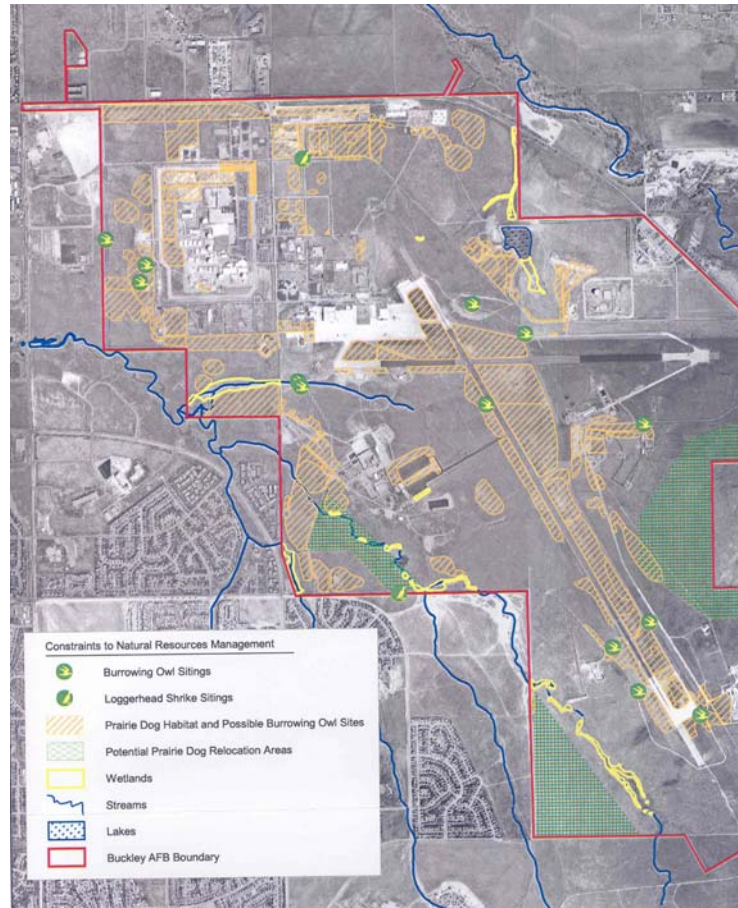
- **Simple, readable text interspersed with**
 - **Maps**
 - **Tables, Graphs, etc.**
 - **Photos**





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Highly Recommended Inclusion





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Executive Summary

(format similar to example below)

Range Planning Areas

Transportation

From mission and environmental concerns about Range roads to community requirements for highway access through and around the Range, transportation planning areas impact both short- and long-term Range planning.

- T-1: Urban Area Transportation. Community growth is degrading regional road levels of service. Proposed enhancements include widening, construction of interchanges, and realignment. These enhancements present serious questions regarding encroachment on the Range.
- T-2: Access Points. Across the nearly 200 miles of boundary and rights-of-way Eglin shares with the public, innumerable points of access to the land range exist. Some are authorized, many are not. Test safety and security can be compromised by trespassers on Range property. Access to the Range must be controlled to ensure safety and to prevent nuisances such as illegal dumping, poaching, and other illegal uses.
- T-3: Range Roads. The Range road network was not designed to support current Range operations. The numerous access points, inconsistent capacity, generally poor condition, and lack of hierarchy create a road system that marginally meets—with excessive maintenance—the basic needs of Range users.



Hurricane evacuation can cause massive traffic jams as occurred in 1995 during Hurricane Opal.

- T-4: Hurricane Evacuation. Current regional evacuation routes utilize Eglin land extensively. Continued population growth in the region is forcing study of options to provide increased capacity. Involving potential additional impact to the Eglin Range and mission.

- T-5: Increase in Commercial Air Traffic. Community growth is driving increased demand for air service at Okaloosa County Air Terminal, which recently sought and received approved increases in daily and charter operations. More commercial flights constrain cross-range testing due to scheduling difficulties.



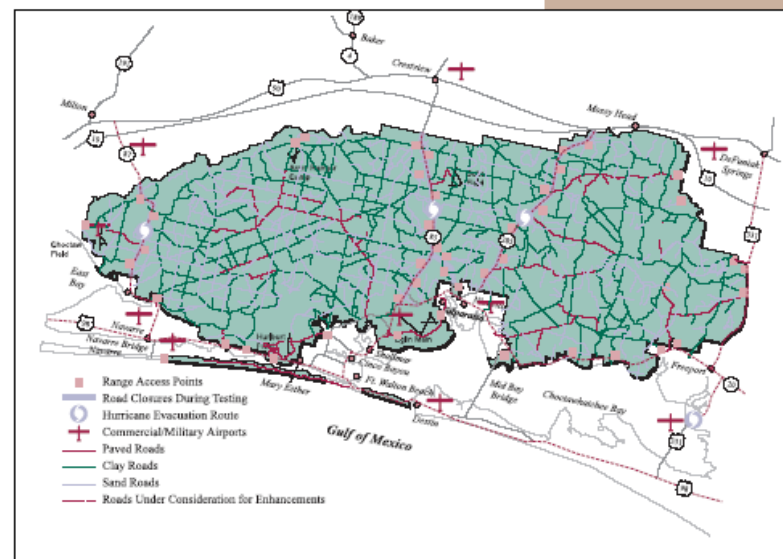
Typical clay surface Range roads. A well-maintained, heavily traveled road (above) in contrast to an example of a marginal road.



Eglin Range General Plan

Airspace	Transportation	Gulf of Mexico
Land Use	Infrastructure	Environmental

- T-6: Road Closures for Testing. Occasional testing-related road closures are an inconvenience to traffic on roads within the test safety footprint. In the future the potential impact of road closures could be compounded by increased traffic and improvements scheduled to increase road capacity.



Transportation Planning Areas

Eglin Range General Plan

THE RANGE



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THE INRMP

(30-40 pages, tailored to the customers, US FWS, State G&F)

The INRMP presents general natural resource information for the installation. The INRMP discusses how each of the Tabs affects each other, integrates with each other and contributes to overall Natural Resource Management. The INRMP relates Natural Resource Management to mission accomplishment and mission readiness.

(Use the following outline from Attachment 2 of AFI 32-7064)

- **Table of Contents**
- **General Information**
- **Installation Overview**



- **General Physical Environment**
- **General Biotic Environment**
- **ID, Classification, Mapping of Nat Res Management Units**
- **Mission Impacts on Nat Resources**
- **Management Goals/Objectives**
- **NR Management Impacts on Cult Res**
- **Tabs Integration and Summaries**



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THE TABS

(Unlimited pages, tailored to the workabees)

- **Each tab represents a complete management plan**
- **Each tab discusses specific goals and objectives**
- **Each tab contains appropriate appendices**
- **Each tab contains appropriate project list**
- **Each tab fulfills our obligation to maintain stewardship of natural resources**



WHAT NEXT?

- **Expanded version of vision sent out for MAJCOM Review and Comment**
- **Incorporate comments into detailed guidelines**
- **Guidelines published as part of AFI 32-7064**
- **Attempt to integrate template into more electronic format i.e. ESOH-MIS or GeoBase**



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WHAT NEXT?

- **Attempt to integrate template into more electronic format i.e. ESOH-MIS or GeoBase**
- **Work with other services and OSD to develop DoD wide template**



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QUESTIONS?????

■ ????????